

**REMARKS**

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated November 19, 2003, claims 1-20 are pending in the application. Applicants respectfully request the Examiner for reconsideration.

Claims 1, 5 and 17 stand rejected under 35 U.S.C. §102(b) as being anticipated by *Brown et al* (6,142,524). Claims 2-4 and 6-16 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Brown*.

Claim 1 is directed to a crash notification system that interfaces with a communication network. The communication network has a response center 24. The communication network is described as a satellite system or a cellular network in the specification. It is clear from this description that the communication network is external to the vehicle and not within the vehicle. Thus, claims 1, 12 and 17 have been amended to clarify that the occupant sensor and crash sensor signals are sent to the response center through the communication network.

The *Brown* reference is directed to a seat belt pretensioner apparatus that generates a sensor status signal and transmits it to a receiver within the vehicle. A crash sensor signal is also used to control the pretensioner. However, the crash sensor signal 50 is not transmitted through any type of communication network. Thus, the communication network is different in the present invention in that the communication network is located off the vehicle and has a response center and claim 1 requires that the communication signal generates a signal corresponding to the occupant sensor status signal and the crash status signal. As mentioned above, the crash status signal is not communicated from the transmitter in the *Brown* reference.

Claim 12 is similar to claim 1, however, further details are provided for the occupant sensor. Therefore, applicants believe claim 12 is allowable for the same reasons set forth above with respect to claim 1.

Claim 17 is a method claim that has similar limitations to claim 1 in that a communication signal is generated as a function of occupant sensor status signal and a crash status signal. The signal is transmitted to a response center through the communication network. Applicants believe that claim 17 is also allowable for the same reasons set forth above.


Likewise, dependent claims 5, 2-4, 6-11, and 13-16 are also believed to be allowable for the same reasons set forth above with respect to their base claims. Applicants therefore respectfully request the Examiner for reconsideration.

Claims 18-20 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Brown* in view of *Kimura* (5,969,598). Applicants respectfully submit that the *Kimura* reference does not teach or suggest the deficiencies of the *Brown* reference. Applicants therefore respectfully request the Examiner to reconsider these dependent claims as well.

In light of the above remarks, applicants submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,



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**From:** Kevin G. Mierzwa  
**Date:** February 5, 2004  
**Our File No.:** 201-1102 (FGT 1650 PA)  
**Your Ref. No.:** 10/064,281  
**Comments:** Attached is response to Office Action dated November  
19, 2003.  
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